
Transportation and Communications Committee
of the
Southern California Association of Governments
November 27, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Baldwin, Harry	San Gabriel
Beauman, John	Brea
Bone, Lou	Tustin
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Daniels, Gene	Paramount
Dixon, Richard	Lake Forest
Edgar, Troy	Los Alamitos
Glancy, Thomas	VCOG
Gross, Carol	Culver City
Hack, Bert	Laguna Woods
Leon, Paul	SANBAG
Lowenthal, Bonnie	Long Beach
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
O'Connor, Pam	Santa Monica
Ovitt, Gary	San Bernardino County
Sykes, Tom	Walnut
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan - Chair	Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Becerra, Glen	Simi Valley
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Burke, Yvonne	Los Angeles County
Chastain, Kelly	SANBAG
Dale, Lawrence	Barstow

Members Not Present (continued)

Dunlap, Judy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Green, Cathy
Gurule, Frank
Hernandez, Robert
Jahn, Bill
Lowe, Robin
Martinez, Sharon
Masiel, Andrew
Millhouse, Keith
Mills, Leroy
Nuaimi, Mark
Roberts, Ron
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey

Inglewood
Moreno Valley
Long Beach
Grand Terrace
City of Laguna Niguel
OCCOG
Cudahy
Anaheim
SANBAG
Hemet/ RCTC
SGVCOG
Pechanga Band of Luiseno Mission Indians
Moorpark
Cypress
SANBAG
Temecula
Los Angeles
Cathedral City
Fullerton
Las Virgenes/Malibu COG
Los Angeles
Arroyo Verdugo COG
Riverside County

New Members Not Present

Diels, Steve Redondo Beach

Voting Members, Not Elected Official

James McCarthy representing Rose Casey Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:10 a.m.

Hon. Alan Wapner announced that Councilmember Steve Diels, Redondo Beach, was a newly appointed member to the TCC.

2.0 PUBLIC COMMENT PERIOD

There were eight public comments:

- 1) Mr. Kirk Cartozian, Chairman of the Orangeline Development Authority and Councilmember of the City of Downey, requested that the TCC have a discussion on including the Orangeline in the Constrained RTP.

Mr. Cartozian read a statement issued from State Senator Alan Lowenthal addressed to the TCC. *“As SCAG finalizes the 2008 RTP for Southern California, it is my hope that the Orangeline High Speed Maglev Project continues to be included in the RTP as one of the Region’s transportation solutions. The Orangeline Development Authority has made progress over the past three years to enhance the Maglev project.*

This project is rooted in a local initiative of 20 cities in Los Angeles and Orange County, some of which I represent but others that extend well beyond the boundaries of my District. As Chair of the California Senate Transportation and Housing Committee, I am working with my colleagues to bring better transportation to all Californians. But we know that Sacramento cannot do it alone, when local cities take initiative to help meet our transportation needs the legislature wants to support their efforts. Again, it is my hope that SCAG will consider my request and include the Orangeline High Speed Maglev project in its 2008 RTP.”

Mr. Cartozian stated that the Orangeline Development Authority (OLDA) also received the same support from State Assembly member Hector De La Torre in its efforts. The project has made tremendous progress with the formation of a fourteen member Joint Power Authority three and a half years ago, along with the execution of the public/private partnership agreement. The ARCADIS team has contributed more than \$1.1 million in private investment to the project thus far and ARCADIS is on its way to the completion of Phase I of the preliminary engineering and financial planning. The project meets Federal reasonably financial constraint requirements in the RTP and will help to secure federal government approval in the RTP. The JPA believes this project helps to erase the budget deficit identified in the budget matrices discussed by the TCC earlier this month. And since project revenues equal cost, the project helps to elevate the necessity of tax increases to cover RTP project costs. It enables new transportation capacity that the new RTP otherwise cannot provide. The project provides billions of dollars in economic benefit and mobility, and improvement for its member cities for the Region. Any delay in its implementation will deny these benefits to future system users in the corridor cities to the end of the Region.

- 2) Hon. Bill Dewitt, Mayor of South Gate, stated the City of South Gate has participated in and supported the Orangeline Development Authority because the City looks at the Orangeline as a project that would help alleviate a number of the transportation issues in the southeast region and also promote economic development in the area. The Orangeline High Speed Maglev project is very important to South Gate and the surrounding cities.
- 3) Hon. Scott Larsen, Mayor of the City of Bellflower, stated that the Orangeline Development Authority was currently made up of 14 cities. The City of Santa Ana will also be joining the JPA. The corridor it is seeking will serve 3 million people mostly along the I-5. The JPA has made tremendous progress over the past four years. There is very strong support from the communities. There is strong interest and support from the private funding sector. The JPA received a letter from Roger Snoble, MTA, stating that if the Authority gets through the EIR process, the MTA will likely make available the right-of-way to the Orangeline. The project revenue projections, based on the SCAG models, are sound. The communities in the southeast region request that you include the Orangeline in the RTP.

Hon. Richard Dixon, Mayor City of Lake Forest, asked Mr. Larsen if he could provide him a copy of the letter from Roger Snoble because the TCC had not been notified by the MTA of its giving the Orangeline the right-of-way.

- 4) Mr. Perry Maljian, MACTEC, stated that the Orangeline alignment goes through a heavily trafficked corridor. MACTEC has put into the project a substantial amount of money doing the preliminary engineering. If MACTEC did not have faith in the project it would not have put money into the Orangeline. Mr. Maljian asked what other projects are in the RTP, where the consultants themselves believed in the project so much they put their own money into the project to see it come to fruition. Mr. Maljian urged that SCAG considers putting the Orangeline in the RTP because it deserved to be there.
- 5) Mr. Michael Hellon, Field Deputy to Assemblyman Hector De La Torre, read to the TCC as statement made by the Assemblyman. It read, *"If I were not currently in Sacramento attending to legislative business I would absolutely be present urging the TCC to keep the Orangeline HighSpeed Maglev in the 2008 RTP. This project merits further review and action including progress. The Orangeline Development Authority has moved well beyond creating a JPA three and a half years ago to form a public/private partnership with a consortium of private firms that have committed and expended over \$1.1 million in preliminary engineering and financial planning. The area to be served extends from north Los Angeles County through southeast Los Angeles County and into Orange County, as the only north south Maglev alternative in contrast with several east west routes along Interstate 10. This unique location itself merits the Orangeline inclusion in the RTP. The Orangeline HighSpeed Maglev is a public-private partnership that can help stretch limited public resources. Given that SCAG must include only projects that meet federal financial constraint requirements it should include this project in the 2008 RTP because of its reliance on private over public funding."* Mr. Hellon then went on to request that the TCC include the Orangeline in its 2008 RTP.

Hon. Richard Dixon asked Mr. Hellon if Assemblyman De La Torre had actually had the opportunity to speak with SCAG with regard to the current rules as they had changed since the 2004 RTP was done to discuss the potential ramifications of the Orangeline being in the RTP. Mr. Hellon stated that he did not believe the Assemblyman had had the opportunity. Mr. Dixon expressed that he strongly suggest that the Assemblyman do so.

- 6) Mr. Dean Grose, Councilmember City of Los Alamitos, stated that he served as an alternate on the Orangeline JPA. The Orangeline does not run through Los Alamitos, but the City has deemed early on that the Orangeline will have a benefit to its residents and the community by removing some of the transit that the City is impacted with and therefore Los Alamitos has been a member of the JPA from the onset and supportive of keeping the Orangeline as part of the RTP. The Orangeline will help generate regional goals to improve mobility, housing, jobs, and economic improvements. The project can generate a potential of \$98 billion in economic benefit, including \$3 billion in user costs savings, \$21 billion in station area improvements and feeder services, \$36 billion in travel delay savings, and \$23 billion in investor interest earnings. It will offer commuters a high-speed alternative to congestion, traffic and delays with average speeds between 70-90 MPH and possibly as high as 100 MPH. It will reduce Green-House Gas emissions by 2,000 tons per day, thereby supporting the mandate of the California Global Warming Solutions Act of 2006 to reduce emissions from the current 13.8 tons per day per capita down to 1.5

tons per day by 2050. It will also reduce gasoline consumption by 2.5 billion gallons. Mr. Grose encouraged that the TCC leave the Orangeline in the 2008 RTP.

- 7) Ms. Charlene Palmer, ARCADIS, stated that she represented the private partnership portion of the project. The private partnership has invested a lot of money and time. ARCADIS has done this because the project speaks towards the embodiment of a public-private partnership, the enthusiasm of the cities, the forward looking at regionalism, the connectivity it can provide, and including it with the other projects that are part of the RTP. This is a green project that speaks toward mobility, connectivity, global warming, and reduces congestion. ARCADIS would urge the TCC to include the Orangeline in the RTP and consider it as part of the good faith and trust in moving public-private partnership forward to address the basic lack of funding for a lot of projects across the Region.

Hon. Richard Dixon inquired of Ms. Palmer if the private-public partnership was in the planning development stage or was it actually funding the building of the Orangeline. Ms. Palmer responded that it is currently in the planning stage looking towards the funding. Mr. Dixon asked what private sources of funds are available to the Orangeline to build the project. Mr. Dixon then rephrased his question and asked if at this time there was a private partnership agreement in place to fund the building of the Orangeline? Ms. Palmer responded that there was not. Mr. Dixon stated that the FHWA requires, for the Orangeline project to be in the RTP, that there be a letter of commitment from a private source to build the project.

- 8) Mr. Luis Marquez, Deputy to State Senator Alan Lowenthal, read a statement from Senator Lowenthal which replicated what Mr. Cartozian read to the Committee in Item 1 above, second paragraph.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 ACTION ITEMS

4.1 Draft 2008 Regional Transportation Program (RTP)

In response to a letter addressed to President Ovitt from the Orangeline Development Authority, Hon. Alan Wapner, Chair, stated that the 2008 RTP process has held more workshops than were ever held in the history of SCAG. There have been in excess of ten workshops and meetings where everyone has had an opportunity to address the Orangeline. Notifications of the workshops were posted on SCAG's website. The workshops were open to the public and all agencies; it has clearly been an open process. For there to be a sentence in the document stating that no one was ever notified of the workshops and it was a closed process, is offensive. In fact, support of the Orangeline has been discussed in length and publicly for the past three months.

The only reason the Orangeline was removed from the RTP is that it did not meet the new requirements of SAFETEA-LU, which requires meeting financial constraints that are different from the 2004 law. There was concern that there was not an available right-of-way, and that a letter of commitment is required to demonstrate funding for the project. If these requirements can be met the TCC can

then support the project. Hon Wapner stated that he supported the Initial Operating Segment (IOS) but if the IOS does not receive the funding commitment letter, he will then ask that the IOS be removed from the RTP because every project has to follow the same guidelines.

Hasan Ikhata, SCAG Planning & Policy Director, stated that with regards to the letter to President Ovitt he wanted to clarify that when the Hon. Alan Wapner was quoted as saying he was not going to let any project jeopardize the RTP, he was talking about all Maglev projects, not just the Orangeline. The IOS that was included in the RTP has a complete planning and pre-engineering study, a Business Case, and a letter on file from Caltrans regarding the right-of-way availability. Unless SCAG gets a letter of commitment from a private entity between now and the release of the RTP, Mr. Ikhata does not believe that this Committee will put the IOS in the Plan because the Region will not jeopardize the RTP for any project. The requirements are clear:

- A letter of financial commitment needs to be presented.
- OCTA and MTA have to give SCAG an indication that a right-of-way is available.
- A Business Case, showing how the Region will move forward in implementing the project, is required.

Joe Burton, SCAG Chief Counsel, informed the Committee that the Regional Council adopted a Public Participation Plan. The plan has been the most inclusive process for the development of an RTP. With regard to the financial aspects of the RTP, you either have committed, available, or reasonably available funds. A reasonably available fund is a term used for new sources of funding and public-private partnerships. Discussed at today's meeting are the reasonably available funds. There are federal regulations regarding this, and a letter of commitment for local or private sources of funds not dedicated to or historically used for transportation purposes, a commitment in writing, or a letter of intent by the responsible official or body having control over the funds may be considered a commitment. Mr. Burton stated that the regulations he was referring were issued in February of 2007. The guidelines that were disseminated by the FHWA, FTA, and Caltrans dated 2004 are still valid guidelines which were disseminated for giving guidelines, they are not the regulations themselves.

Hon. Richard Dixon, City of Lake Forrest, stated that there are two other projects other than the Orangeline within the RTP that he was concerned about. OCTA, RCTC, MTA are transportation commissions. The Orangeline is a JPA made up of 14 cities. If a project in the RTP fails during the cycle and causes the Region to go out of conformity, that means all federal funding for all projects cease to exist throughout the entire Region. An example of this is when the OCTA decided it was no longer going to be building the Centerline in Orange County; OCTA was required to replace the project to make sure the Region did not go out of conformity. The project was replaced with a system of BRT throughout the County and an enhanced Metrolink service. I would like to ask the Executive Director of the JPA if the Authority is prepared to recommend to your city members some method alternative to the Orangeline should the project not be completed. The right-of-way has not been obtained, and probably will not get

granted. If this is the case, if you are going to have a substitute project the JPA's individual cities are going to have to come up with projects within their cities to make sure the Region does not go out of conformity. If the Orangeline goes in the Strategic Plan, it does not mean the project is dead. It can always come out of the Strategic Plan and go into an amended RTP when the requirements are met. Mr. Dixon pointed out that if alternate projects are not at hand by the JPA's 14 cities should the plan not go through, the CTC's in the Region will sue each individual city because they have lost all their federal funding.

Hasan Ikhata informed the Committee that the RTP can be amended at any time within the Plans four years. It would be easy to move the Orangeline from the Strategic Plan to the Constrained Plan because it is a transit project that enhances air quality. Even though the Orangeline is currently in the Strategic Plan it does not mean that it is not an important project, it is in the Strategic Plan because all the requirements have not been met.

Hon. Troy Edgar, Los Alamitos, stated that the Orangeline was a project in process, the JPA is just asking for a fair review. Mr. Edgar stated that he would like to have submitted to every Board member a copy of the Letter Of Commitment on the IOS. Mr. Edgar stated that if you look at the legal reading in the regulation, it says commitment; it does not say the percentage of the project that has to be potentially committed to. The JPA has a private partnership that has turned over a check for over a million dollars for the Orangeline. The IOS segments do not have a letter for the entire amount of the project and this comes back to procedure parity. The Orangeline needs to be treated as fair as the other projects in the RTP. Mr. Edgar requested a motion to put the Orangeline in the RTP subject to the FHWA standards review of the project to see if there is a conformity issue.

Hon. Alan Wapner stated that at the last meeting of the TCC there was an action to move the RTP matrix forward as a draft document. At that time anyone could have made a motion to remove or add a project into the matrix. Mr. Wapner acknowledged Mr. Edgar's requested motion. Mr. Wapner stated that after further discussion of the Orangeline if Mr. Edgar wanted to make the motion and if the motion is seconded, the Committee will then conclude whether or not it is in the RTP.

A question was raised on how to move a project without a corridor, a project with proposed funding but the funding will not occur until such time as you have an approval. What are the conditions that will give rise to move a project from strategic to constrained? Hasan Ikhata responded that the Orangeline Development Authority, with its project in the Strategic part of the RTP, can move forward with planning feasibility studies but can not do environmental reports. When the JPA can come forward with a business case and commitment a request can be submitted to SCAG for an amendment to the RTP. At which time SCAG will amend the RTP to include the Orangeline and run the conformity analysis.

A question was raised as to whether the Region had had any administrative hearings, any rule definitions, or any attempt to clarify what reasonably available means. Joe Burton, SCAG Chief Counsel,, responded that there has not been any administrative hearing regarding the definitions. The definitions are rather new, but they do have historical precedent.

A question was raised as whether the Orangeline project would lose its ability for funding to keep moving forward within the plan. Hon. Alan Waper responded the JPA could still apply for feasibility studies but not for environment impact reports, construction or anything else. Hon. Troy Edgar responded that the JPA had done three and a half years of studies and is ready to move to the next phase. The JPA has been to Wall Street and has talked to all the significant investment banks. The banks have told the JPA that the project needs to stay in the Constrained RTP. It is not about the federal ability for the project to stay viable, on the private side it is a sign of credibility that the project cannot get around. If the project gets pulled from the RTP it costs the JPA a significant amount of credibility that has taken the JPA three and half years to gain. There is a business case and it has been reviewed with a private investment. The project needs to stay in the RTP to get to the next level.

Hon. John Chlebnik, WRCOG, stated that in the event the Orangeline is not included in the RTP what might satisfy the Region's cities is excluding it. If we do, SCAG does so with a written proviso that if funding becomes available for the building of the Orangeline, that it will become added to the RTP at that time. When the funding is available the project will be put back into the RTP.

Hon. Marsha McLean, North Los Angeles County, pointed out that all the cities have transit orient development as part of their planning process. The fourteen cities within the JPA realize the need for a transit system of some sort. It appears that in a planning document you want to have plans that will help the Region move forward and not backwards. There are two ramifications: 1) it is highly probable that every single city in the JPA has an alternate plan and, 2) there is a commitment from private investment if there can be a government bond. This will meet two of the criteria. And, if you do not or do not want to take semantics, as Mr. Burton quoted from the guidelines, there must be a responsible body having control over the funds. The JPA would have control over the funds meeting three of the criteria.

Hon. Alan Wapner inquired if there was a letter from Wall Street committing the \$19 billion in funding. Hon. Marsha McLean responded the JPA had not asked for one yet. Hon. Alan Wapner suggested that the JPA get a letter of commitment before the TCC it could make a difference on the direction the Committee takes on the projects place in the RTP.

Hon. Lou Bone, City of Tustin, pointed out that money was one of the issues but the other issue was that there was no granted right-of-way. OCTA has not release any right-of-way and MTA is not releasing any right-of-way. Right-of-way has to be there before a private partnership can fund any project. The right-of-way is what needs to be focused on and established.

A question was raised as to whether there was a letter of commitment for the right-of-way and funding for the IOS. Hon. Alan Wapner responded that there was as letter of right-of-way from Caltrans and a letter of financial commitment from a private vendor.

Hon. Marsha McLean inquired as to whether there could be a separate category in the Strategic Plan listing out the Orangeline and its potential so that the JPA can go to private investors and show that the project has merit and all that is required is a letter of commitment. Hon. Alan Wapner responded that there were a couple of paragraphs in the Draft RTP committed to the Orangeline project. Hon. Marsha McLean responded that the language needed to be more reality based. Hon. Alan Wapner said that Ms. McLean could present to Staff a revision of the language if she so desired.

Hon. Richard Dixon informed the Committee that the Orange JPA has not been able to meet the current requirements to be in the RTP. This will make the project more difficult to deliver but not impossible. When the JPA does meet the guidelines, the RTP should be amended to include the Orangeline. This will give the JPA the time it needs to secure the funding from Wall Street.

Hon. Troy Edgar (Los Alamitos) made a MOTION that the Orangeline be included in the Constrained RTP conditional to review with the FHWA so they can look at any conformity issues. MOTION was SECONDED by the Hon. Gene Daniels (Paramount).

Mark Pisano, SCAG Executive Director, stated that SCAG has done everything it possibly can to further the notion of public-private partnerships. Staff obtained legislation that would give us authority to do this. Staff has met with every participant who has submitted letters, particularly using the legislation before us, and SCAG has noted to them that the funding commitments unless the guarantees have been enacted and have been allocated to the project. That means there can not be a backstop that the ports or airports will guarantee unless there is an action of such a body indicating that they would or that the federal government would guarantee monies or provide bonds as part of a commitment. If SCAG has a letter of commitment from a party and an indication from a financial institution that controls the monies without requirements of guarantees then Staff can accept the letter. SCAG attempted to help the Orangeline project move forward by putting it into a process where it can get the right-of-way commitment from the agencies that the JPA needs to get the commitment from.

Hon. Richard Dixon raised a question to SCAG Staff as to what would be the difference between listing the Orangeline in the Strategic Plan as a transit project versus having it listed in the Strategic Plan as potential Maglev project. Mr. Ikhrata responded that there is no difference. Mr. Dixon then stated that he would like to make a substitute motion because the Orangeline does not meet the required criteria to be put in the RTP. Mr. Dixon made a SUBSTITUTE MOTION that the Orangeline remains in the Strategic Plan but not as a transit project, instead a potential Maglev project. Additionally, that SCAG's legal entity

issue a letter to the JPA informing it that once the criteria is met for the Orangeline, SCAG will work diligently to have the project removed from the Strategic Plan to the RTP. The MOTION was SECONDED by Hon. Bert Hack Orange County COG.

Hon. Alan Wapner advised the Committee that which ever way the motions went the draft RTP discussion is still open until next week. The action that the TCC is taking today in order to conform to the Brown Act, is the action on the agenda which is to forward the draft RTP to the TCC for formal adoption at the December 6th meeting. Today we are moving one component, the Orangeline, to vote on separately. We will vote on the entire Action Item when we are done with discussion of the Orangeline.

Hasan Ikhrata advised the Committee that the draft RTP, with or without the Orangeline, meets air quality standards and the financial constraint.

A question was raised as to whether MTA or OCTA had a problem with moving the Orangeline from transit to high-speed rail. Michael Litschi, OCTA, stated that OCTA was currently working with the MTA on an inter-county transportation study looking at a variety of issues between the two counties, one of which is transit alternatives on the PE right-of-way. There is currently no formal Board position on the Orangeline. In OCTA's Long Range Plan, the Orangeline is not included in the Constrained 2006 Long Range Plan. Brad McAllester, MTA, stated that he was not aware if the MTA has a position on having the project in one category or another or if it would be of impact to the MTA. He will report back to the MTA today's discussion so the MTA can work with SCAG Staff between now and December 6.

Hon. Alan Wapner clarified for the Committee that when the RTP is submitted to the FHWA for review, if the FHWA finds the document does not meet financial constraints, the FHWA does not look at specific projects and say it is going to or not going to be constrained according to this project, they just return the entire document and we have to start all over again.

A vote was then taken on the SUBSTITUTE MOTION to include the Orangeline in the Strategic Plan but describe it as high-speed rail project as opposed to a transit project. Additionally, a letter of support from SCAG's President or Executive Director indicating that upon receipt that the current guidelines for inclusion in the Constrained Plan are met, SCAG will move forward in amending the Plan to include the Orangeline in the RTP.

Rich Macias, SCAG Transportation Manager, asked the Committee for clarification on the language of the substitute motion stating that Staff can assume that the Orangeline will not be included in the Plan all the way to the final draft of the RTP. Hon. Alan Wapner confirmed that this was correct. Mr. Wapner also clarified that that if the guidelines for the Orangeline project are met before the RTP is released on December 6th it would not be a problem to include the project in the Plan at that point.

Hon. Carol Gross, Culver City, made a MOTION TO CALL FOR THE QUESTION. The MOTION was SECONDED. There was no further discussion on THE CALL FOR THE QUESTION. CALL FOR THE QUESTION was voted upon and APPROVED by the MAJORITY of the TCC. Hon. Gene Daniels, Barstow, Hon. Marsha McLean, North Los Angeles County, Hon. Troy Edgar, Los Alamitos, and Hon. Thomas Glancy, VCOG, OPPOSED the CALL FOR THE QUESTION.

A slide presentation was then given to the TCC on the RTP.

Discussion ensued on the High Desert Corridor and the CETAP project to make sure that the two projects were meeting the same financial constraints that other projects had to meet. Mr. Ikhrata explained to the Committee that the High Desert Corridor had two portions, one in San Bernardino County and the other in Los Angeles County. San Bernardino committed local funds in their Constrained Plan. There was public commitment from SANBAG. There is no public commitment from MTA because it has not completed its Long Term Plan. In addition to the Public Commitment from SANBAG there is a JPA that has been created for the corridor.

Mr. Ikhrata reported to the Committee that the he had a meeting two weeks ago with OCTA and RCTC Staff on the CETAP project. Riverside is committing \$370 million to the four corridor CETAP projects. OCTA is not committing to all the CETAP corridors, there is \$925 million committed to what is consistent with the MIS conclusion. This does not include the tunnel. There was discussion about a letter saying that OCTA was committed to certain aspects of the CETAP. There is some confusion about what part of the CETAP the \$925 million is going to. There will be a meeting tomorrow to clarify from OCTA and Riverside whether the commitment is accurate. Pending this discussion a decision will be made as to whether the project stays in the RTP.

A GENERAL CONSENSUS was made to MOVE the RTP forward to the TCC on December 6th.

5.0 CHAIR'S REPORT

Hon. Alan Wapner announced that there would be a minimum of three public meeting throughout the Region in January. Mr. Wapner will be visiting every sub-region and commission in the next few months to go over the Plan and hear comments regarding it. The final RTP will be brought to the Regional Council in March for approval.

6.0 FUTURE AGENDA ITEMS

No items.

7.0 ANNOUNCEMENTS

Hon. John Chlebnik, WRCOG, announced that there is an organization related to Goods Movement called the River Of Trade Corridor that runs out of the Ports back into the Mid-West into Canada through Detroit. The organization had no dues or fees when they

hold conferences. Mr. Chlebnik recommended that SCAG should consider joining it. Hon. Alan Wapner suggested to Staff that perhaps they could invite the organization to make a presentation to the TCC at a future meeting.

8.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:29 a.m.

The next committee meeting will be held on **Thursday December 6, at the SCAG office in downtown Los Angeles.**



Rich Macias, Manager
Transportation Planning Division